

761—720.10(328) Minimum safety standards. The minimum safety standards for a public-use airport are as follows:

720.10(1) Obstruction-free area.

a. The following areas of the airport shall be free of any obstructions with the exception of operational and frangible equipment that is essential for operation of the airport:

- (1) Within 30 feet of runway edge markers along the entire length of a nonpaved runway.
- (2) Within 125 feet of the centerline of a paved runway.
- (3) Within 200 feet of the end of any paved runway.
- (4) In no case shall a building be closer than 50 feet from a prepared runway surface. If buildings are on both sides of a runway, they shall be no closer than 125 feet from the runway centerline.

b. An object of natural growth, terrain, or permanent or temporary construction within the areas listed in paragraph "a" of this subrule shall be removed by the sponsor.

c. The following areas of the airport shall be free of all agricultural activities (i.e., crops or farm equipment) in excess of 8 inches in height:

- (1) Within 50 feet of paved runway surfaces and 200 feet from paved runway ends.
- (2) Within 60 feet of a nonpaved runway centerline.
- (3) Within a 100-foot radius of automated weather observing system equipment.

720.10(2) Runway.

a. *Width.* The minimum usable prepared runway width shall be 50 feet.

b. *Marking.*

(1) Paved runways. Paved runways shall be marked in accordance with FAA Circular 150/5340-1L (Standards for Airport Markings) as amended through September 27, 2013.

(2) Nonpaved runways. Airport markers shall be approved by the office of aviation. Markers shall be placed 200 feet apart outlining the length of the landing surface. Thresholds shall be marked using six markers placed perpendicular to the runway heading.

c. *Line of sight.* The runway sight distance shall provide an unobstructed line of sight from any point 5 feet above the runway surface to any other point 5 feet above the runway surface for the entire length of the runway; or the sponsor shall post in a conspicuous location a warning about the obstruction in the line of sight.

d. *Temporary warning.* Any part of the runway environment other than the runway which has become temporarily unsafe, or for any reason is not available for use, shall be marked by suitable flags, barriers or flares clearly showing the boundaries of the unsafe or unusable area.

e. *Building location.* Rescinded IAB 7/4/07, effective 8/8/07.

720.10(3) Approach zones.

a. Approaches shall be clear of obstructions above a glide path of 20:1 from the ends of each usable runway. If an obstruction exists in an approach zone, the runway threshold on a paved runway shall be displaced in accordance with FAA Advisory Circular 150/5340-1L (Standards for Airport Markings) as amended through September 27, 2013. On a nonpaved runway, the runway end markers shall be relocated to provide the prescribed obstruction clearance. The runway length remaining between the displaced threshold and the departure end of the runway is the landing distance available.

b. When the approach zone to any runway crosses a road or railroad, the glide path on a 20:1 ratio shall pass at least 17 feet above an interstate highway, 15 feet above any other public roadway, 10 feet above a private road, and 23 feet above a railroad.

720.10(4) Facilities. The airport shall provide all of the following facilities:

a. *Wind indicator.* The airport shall be equipped with a wind sock, blaze orange in color, which shall be clearly visible from the traffic pattern altitude within one mile of the airport during daylight hours. If the airport is lighted for night operation, the wind sock shall also be lighted.

b. *Lighting.* If an airport is lighted for night operation, the system shall be lighted from dusk to dawn. An operable air-to-ground controller for the lighting system will meet this requirement.

c. *Telephone.* A telephone shall be available for public use.

d. Fire extinguisher. At least one operational class B and class C fire extinguisher capable of extinguishing all classes of fires shall be readily accessible to aircraft fueling or ramp areas.
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